Newport News Composite Squadron
June 2009 Safety Briefing

1. National Safety Council (NSC) Safety Calendar

2. 101 Critical Days of Summer

3. Aviation Safety
   - FAASTeam Safety Tip: How Will it Read in the NTSB Report?

4. Driving Safety
   - Teen Driving
   - Distracted Driving

5. Bodily Injury
   - Fall Prevention
   - Overexertion
   - Fireworks Safety
   - Sun Safety
   - Virginia Boating Safety Education Requirement

6. Risk Management
   - Spotsylvania Lightning Strike

7. June Sentinel

National Safety Council Calendar

JUNE 2009

June 1 - 30	**National Safety Month**	National Safety Council	media@nsc.org	nsc.org NSC Safety, Month
June 1 - July 31	**National Fireworks Safety Months**	Prevent Blindness America	(800) 331-2020 info@preventblindness.org	preventblindness NSC Factsheets, Fireworks safety
June 1 - 7	**Sun Safety Week**	Sun Safety Alliance	Phil Schneider (703) 837-4202 pschneider@sunsafetyalliance.org	sunsafetyalliance NSC Factsheets, Sun safety

National Safety Month

Teen Driving: 1 – 7 Jun (Driving Safety)
Fall Prevention: 8 – 14 Jun (Bodily Injury)
Overexertion: 15 – 21 Jun (Bodily Injury)
Distracted Driving: 22 – 28 Jun (Driving Safety)

National Fireworks Safety Months – Bodily Injury

Sun Safety Week – Bodily Injury

Civil Air Patrol

Citizens Serving Communities

101 Critical Days of Summer

U.S. AIR FORCE
AUXILIARY

101 Critical Days of Summer

- Memorial Day Weekend through Labor Day Weekend
  - "Critical" because many lose their lives
  - More activities mean more risk
  - More risk means more injuries
  - Safety = Planning with knowledge of the past and making choices that prevent mishaps
  - Some risk is necessary for a meaningful life
  - Must weigh benefits and costs of each risk

CITIZENS SERVING COMMUNITIES

Vehicle Safety

- As a result of 6,000,000 car accidents in the US each year
  - 3,000,000 will be injured
  - 42,000 will be killed
  - The leading cause of fatal mishaps during this period
- Contributing factors include: Fatigue, alcohol, drugs, speeding & not using seatbelts
- Survival plan:
  - Insist on seat belt use
  - Don't drive impaired
  - Plan your trip
  - Inspect your vehicle
  - Don't speed (or go too slow)
  - Don't tailgate

CITIZENS SERVING COMMUNITIES

Water Safety

- Each year in the US,
  - 3,500 drown
  - 4,500 injured while boating
  - 700 killed while boating
- PFDs could reduce fatalities 90%
- Contributing factors include: alcohol, lack of PFDs, horseplay, and underwater obstructions
- Survival plan:
  - Use a "designated Captain"
  - Don't overload the boat
  - PFDs on weak swimmers
  - Explore water/feet first
  - Keep throwable PFD nearby
  - Use the engine kill switch

CITIZENS SERVING COMMUNITIES

Weather

- Weather Dangers
  - All Thunderstorms are dangerous
  - Lightning kills more people each year than tornadoes
  - Hailstones can fall at speeds in excess of 100 mph

  - Stay inside when storms are approaching
  - Listen for information on Watches and Warnings

CITIZENS SERVING COMMUNITIES

Summary

- The goal is *FUN* this summer!
- When someone is injured - it stops being fun!
- Make your own luck by managing risks
- Have fun by being careful out there!

CITIZENS SERVING COMMUNITIES

FAASTeam - FAASafety.gov

FAASTeam Safety Tip
Notice Number: NOTC1698

FAASTeam Safety Tip

by Max Trescott, author and 2008 National CFI of the Year

How Will it Read in the NTSB Report?

When in doubt about a possible course of action, I think about how any subsequent NTSB report might read. Recently, a student and I had already started the engine, but the ATIS reported a direct crosswind gusting to the aircraft's maximum demonstrated crosswind capability. The student was ready to go, but I stopped him and we terminated the flight.

This scenario ties in directly with my Safety Tip #3 about using the word "probably" as a trigger to consider whether there are any better options available to you. That tip drew more comments than anything I've ever written, and I've reposted the article and many of the comments. In the case of the crosswind, in all probability, the wind would *not* have reached a peak gust at the exact moment we took off, and we would *not* have had an accident. To proceed, however, would have been to take a gamble. Although I'd like to think that I'll always be lucky, that's a self-delusionary thought. Realistically, no one can be lucky all the time.

I'd also like to think—perhaps as you do—that I'm an above-average pilot and could rely upon my superior flying skills if a problem occurred. That may also be delusional thinking for some pilots. Surveys consistently show that more than 80 percent of pilots rate their skills as above average. The logical conclusion is that pilots are a confident bunch and we overrate our abilities. Or, perhaps 30% of us may have poor math skills, because only 50 percent of pilots could be "above average."

With the high-crosswind takeoff that my student and I assessed, we were dealing with compound probabilities. To take off would be to hope that the wind didn't exceed the aircraft's capabilities, but, if it did, to hope that our superior skills would extricate us from that situation. That's a lot of hope and, candidly speaking, I never want to have to fly a plane on hope alone.

After we shut down the engine, I asked my student, "If we had had an accident, how would we have explained it to the Chief Pilot?" The most honest answer I could think of was "that we were stupid." I'm very glad I didn't have to have that conversation.

The FAASTeam has asked Max Trescott, the 2008 National CFI of the Year, to write a series of safety tips. Max, a San Francisco area-based Master CFI, specializes in teaching in and publishing training materials for glass cockpit aircraft. You can read more of his work at www.maxtrescott.com and www.g1000book.com or e-mail him at info@sjflight.com.

Driving Safety

Traffic crashes are the leading cause of teen fatalities – an estimated 38 percent of all teen deaths occur from crashes. Inexperience, speeding, cell phone use/texting and alcohol are some of the leading factors that can heighten young drivers' risks. Parents and teens can work together to make the right driving decisions to keep young drivers safe:

- Require your teen to wear a seat belt and set firm penalties for breaking the rule. Seat belt use is the single best injury prevention measure a driver can take.
- Eliminate distractions – including cell phone use while driving.
- Spend time with your teen behind the wheel. Experience is a skill-builder.
- Set a zero-tolerance policy for alcohol and drug use.
- Know who your teen is riding with and whether that teen is a competent driver. Prohibit new drivers from taking teen passengers along for the ride.
- Set a curfew. Teenagers driving at night with passengers are 4 to 5 more times likely to crash than when driving alone during the day.

Set a good example for young drivers.

NATIONAL SAFETY MONTH '09

Learn more about injury prevention:
nsc.org/nsm

When driving, your first responsibility is the safety of those in your vehicle and others on the road. Cell phone use while driving and other forms of distracted driving account for 80 percent of all crashes.

- If you need to use your cell phone while driving, pull over to a safe location and put the car in Park.
- Hands-free cell phones are not safer.
- Avoid driving while fatigued.
- Crash rates for teen drivers with teen passengers increase significantly with each additional passenger. Limit who rides with your teen.

When driving, keep your mind on the road and hands on the wheel.

NATIONAL SAFETY MONTH '09

Learn more about injury prevention:
nsc.org/nsm

Bodily Injury

Falls are a leading cause of injury and deaths in our homes and communities. In 2007 there were 20,600 fall-related deaths in these settings, the majority of which affected the older (65+) population. Fall-proof your home and help older friends and family do the same:

- Keep floors clean and clear of clutter.
- Maintain good lighting throughout your home, especially on the stairs.
- Use non-skid throw rugs in potentially slippery places, like bathrooms.
- Install handrails on stairways, including porches.
- Have a sturdy step stool to use when climbing or reaching for high places.

Most falls are preventable.
Reduce your risk and help keep others safe.

NATIONAL SAFETY MONTH '09

Learn more about injury prevention:
nsc.org/nsm

Moving, gardening, cleaning – these valuable and sometimes rewarding activities can also cause overexertion injuries at home, including back strain. Overexertion is the third-leading cause of emergency room visits for non-fatal unintentional injuries.
To help protect yourself:

- Warm up before doing any heavy lifting or carrying.
- Lift with a partner to lighten your load.
- Use proper tools or equipment, rather than straining to make a reach.
- Slow your pace – and if you get tired, take a break.

Overexertion is preventable. Know your risks.

NATIONAL SAFETY MONTH 09

Learn more about injury prevention:
nsc.org/nsm

National Safety Council
http://www.nsc.org/resources/Factsheets/hl/firework_safety.aspx

Using Fireworks Safely

Summer means picnics, barbecues, parades and fireworks displays, especially around the 4th of July. Summer also means an increase in injuries from backyard grills, bonfires and fireworks. In 2005, an estimated 10,800 people were treated in emergency rooms for fireworks-related injuries, nearly half of whom were under 15 years old.

Children between the ages of 10 and 14 were at three times the risk of fireworks injuries than the general population. About a third of the injuries were from small firecrackers, 21 percent from bottle rockets and 20 percent from sparklers. In 2004, fireworks caused $21 million in direct property damage.

The National Safety Council advises that the best way to safely enjoy this 4th of July is to watch a public fireworks display conducted by professionals.

However, if fireworks are legal where you live and you decide to use them, be sure to follow these important safety tips:

- Never allow young children to handle fireworks.
- Older children should use fireworks only under close adult supervision.
- Light fireworks outdoors in a clear area away from onlookers, houses and flammable materials.
- Light one device at a time; maintain a safe distance after lighting.
- Do not allow any running or horseplay while fireworks are being used.
- Never ignite devices in a container.
- Do not try to re-light or handle malfunctioning fireworks; douse and soak them with water and discard them safely.
- Keep a bucket of water nearby to fully extinguish fireworks that don't go off or in case of fire.

National Safety Council
http://www.nsc.org/resources/factsheets/environment/sun_safety.aspx

Sun Safety

Sunburn, skin cancers, and other sun-related adverse health effects are largely preventable when sun protection is practiced early and consistently. Despite the fact that suntanning and burning increase skin cancer risks, most Americans do not protect themselves from the sun's damaging rays (CDC, 1998).

What are the Health Effects of Overexposure to the Sun?

UV Radiation has both positive and negative effects. Positive effects of UV radiation include warmth, light, photosynthesis in plants, and vitamin D synthesis in the body. UV radiation also increases moods in people and kills pathogens (see diagram). But overexposure to UV radiation has adverse health effects. Overexposure to UV radiation is the primary environmental risk factor in the development of UV-related adverse health effects, which include diseases of the eye, immune suppression, and skin cancers.

Children are most at risk for overexposure to UV radiation. With one in five Americans developing skin cancer, childhood education about sun protection is a vital step toward reducing risk and improving public health. Many studies have concluded that sun exposure, especially sunburn, during childhood appears to increase the risk of melanoma, the most serious form of skin cancer. Just one or two blistering sunburns in childhood can double a person's risk of developing melanoma later in life.

Children are of particular concern because they spend a lot of time outdoors. Perhaps most importanty, skin cancer and other UV-related adverse health effects are largely preventable if sun protection practices are followed early and consistently. Educating school staff and students about sun safety can prevent many health problems related to overexposure to the sun.

- **Skin Cancer**—According to the American Cancer Society (1999), skin cancer is the most common of all cancers. The incidence of skin cancer is greater than the incidence of breast, lung, prostate, colorectal, and kidney cancers combined. In the United States, about one million cases of skin cancer are diagnosed each year. One American dies every hour from skin cancer.
- **Basal Cell and Squamous Cell Cancers**—Basal cell carcinoma is the most commonly diagnosed skin cancer. Approximately 75 percent of skin cancers are basal cell carcinoma (American Cancer Society, 1997). Basal cell carcinoma usually appears on overexposed skin on the face, ears, lips, and particularly the nose. Rarely does basal cell carcinoma result in death, but it can spread and cause more serious health problems. Basal cell carcinomas can start as a red patch or shiny bump that is pink, red, or white. It may be crusty or have an open sore that won't heal (AAD, 1994). Squamous cell carcinoma is the second most common of skin cancers, accounting for about 20 percent of skin cancers. Unlike basal cell carcinoma, it is more aggressive and can spread to other parts of the

body and may result in death. Because of effective early detection and treatment, basal and squamous cell carcinomas have a cure rate of more than 95 percent (CDC, 1998). Squamous cell carcinomas appear as a scaly patch or raised warty growth (AAD, 1994).

- **Melanoma** - Malignant melanoma is the most deadly of the three major skin cancers, causing approximately 75 percent of skin cancer deaths. The incidence of melanoma is increasing at a rate faster than that of any other cancer. Melanoma cases in the United States have almost doubled in the past two decades. Receiving one or two blistering sunburns before the age of 18 at least doubles an individual's risk for developing melanoma. Melanomas are usually dark brown or black mole-like patches with irregular edges (AAD, 1994). Melanoma is the most aggressive of the skin cancers. If not caught early, melanoma can spread to other parts of the body and can be fatal. However, when detected early, it is curable.
- **Eye Damage**—Sunlight is the primary source of UV radiation that can damage tissues of the eye. Results from dozens of studies suggest that spending long hours in the sun without eye protection increases the chances of developing eye diseases, including cataracts. The 1998 Journal of the American Medical Association reported that even low amounts of sunlight can increase the risk of developing eye disorders. The American Academy of Ophthalmology has cautioned that excess exposure to UV radiation may increase the incidence of cataracts. Cataracts are a form of eye damage that causes the loss of transparency in the lens, clouding vision. Everyone is at risk for developing cataracts. Another potential effect of UV radiation is a "burning" of the eye surface, called "snow blindness" or photokeratitis from sunlight. The effects usually disappear within a couple of days, but may lead to further complications later in life. UVB damage to the eyes is also cumulative, so it is never too late for people to start protecting their eyes.
- **Photoaging/Wrinkling**—A very high percentage of age-associated cosmetic skin problems can be attributed to sun (Levine, 1997). Chronic overexposure to the sun changes the texture and weakens the elastic properties of the skin. The epidermis, which is the outer layer of the skin, thickens, becomes leathery, and wrinkles as a result of sun exposure. The difference between skin tone, wrinkles, or pigmentation on the underside of a person's arm and the top side of the same arm illustrate the effects of sun exposure on skin. In most cases, the top side of the arm has had more exposure to the sun and shows greater sun damage. Sun-induced skin damage causes wrinkles and furrows, easy bruising, brown or "liver spots", precancerous lesions (actinic keratoses), and potentially skin cancer (Skin Cancer Foundation, 1992). Because photoaging of the skin is cumulative, it is never too late for a person to start a sun protection program.
- **Immune System Suppression**—Scientists believe sunburns can alter the distribution and function of disease-fighting white blood cells in humans for up to 24 hours after exposure to the sun. Repeated overexposure to UV radiation can cause more damage to the body's immune system. Mild sunburns can directly suppress the immune functions of human skin where the sunburn occurred, even in people with dark skin.

How Can I Protect Myself from the Effects of the Sun?

The best sun protection is provided when all the sun-safe behaviors are practiced together. Sun protection habits include:

- Limit sun exposure during the hours when the sun's rays are the strongest, 10am to 4pm. To the extent possible, people should limit their exposure to the sun during these hours and practice all of the sun protective behaviors. Your shadow is an indicator of the sun's intensity. If your shadow is shorter than you are, the sun is at its highest intensity. The American Academy of Dermatology has established the Shadow Rule: No Shadow—SEEK SHADE.
- Refer to the daily UV index when planning outdoor events. The UV Index is a daily forecast of the intensity of the sun's UV rays. The Index indicates the risk of overexposure to skin-damaging UV radiation and can be used to help plan outdoor activities to minimize overexposure.
- Seek shade whenever possible. Shade structures such as trees and umbrellas provide year round protection. Although trees do not offer complete sun protection, they provide about 60 percent blockage from the sun's rays.
- Wear a wide-brimmed hat, sunglasses, and long-sleeved, tightly woven clothing. Clothing can physically block out the sun's harmful rays and should be one of the first lines of defense against sun exposure. Sunglasses should block out 100 percent of UVA and UVB radiation to protect the eyes from damage. Hats are the best way to minimize UV radiation exposure to the face, head, ears, and neck.
- Use broad-spectrum sunscreens whose active ingredients block UVA and UVB rays. The Sun Protective Factor (SPF) should be a minimum of 15. Sunscreens should be used every day, including cloudy days. They should be applied liberally and evenly before going out into the sun and should be applied frequently, especially after swimming.
- Avoid tanning salons. Artificial UV radiation is just as bad for your skin as sunlight. Most tanning devices use UVA rays which have been shown to go deeper into the skin and contribute to premature wrinkling and skin cancer (AAD, 1994).
- Limit exposure to the reflective surfaces like snow and water. UV rays can be reflected off of sand, tile, water, snow, and buildings. It is important to practice all the sun protective behaviors even when you are in the shade.

Virginia Department of Game and Inland Fisheries
http://www.dgif.virginia.gov/boating/education/boating-safety-education-requirement.asp

Virginia Boating Safety Education Requirement

In 2007, the Virginia General Assembly enacted a law to establish a boating safety education compliance requirement. This requirement does not apply to law enforcement officers while engaged in their official duties. The requirement for boating safety education is phased-in over several years and applies to all PWC operators and operators of motorboats of 10hp and greater according to the following schedule:

1. PWC operators 20 years of age or younger shall meet the requirements by July 1, 2009;
2. PWC operators 35 years of age or younger shall meet the requirements by July 1, 2010;
3. PWC operators 50 years of age or younger and motorboat operators 20 years of age or younger shall meet the requirements by July 1, 2011;
4. All PWC operators, regardless of age, and motorboat operators 30 years of age or younger shall meet the requirements by July 1, 2012;
5. Motorboat operators 40 years of age or younger shall meet the requirements by July 1, 2013;
6. Motorboat operators 45 years of age or younger shall meet the requirements by July 1, 2014;
7. Motorboat operators 50 years of age or younger shall meet the requirements by July 1, 2015;
8. All motorboat operators,regardless of age,shall meet the requirements by July 1, 2016.

A person shall be considered in compliance with the requirement for boating safety education if he/she meets one or more of the following provisions:

1. Completes and passes a boating safety education course that is approved by NASBLA and accepted by the Department;
2. Passes an equivalency exam;
3. Possesses a valid license to operate a vessel issued to maritime personnel by the United States Coast Guard or a marine certificate issued by the Canadian government or possesses a Canadian Pleasure Craft Operator's Card;
4. Possesses a temporary operator's certificate;
5. Possesses a rental or lease agreement from a motorboat rental or leasing business, which lists the person as the authorized operator of the motorboat, and has also completed the Dockside Safety Checklist;
6. Operates the motorboat under onboard direct supervision of a person who meets the compliance requirement;
7. Is a non-resident, is temporarily using the waters of Virginia for a period not to exceed 90 days, and meets any applicable boating safety education requirements of the state of residency, or possesses a Canadian Pleasure Craft Operator's Card;

8. Has assumed operation of the motorboat due to the illness or physical impairment of the initial operator,and is returning the motorboat to shore in order to provide assistance or care for the operator;
9. Is registered as a commercial fisherman pursuant to the Code of Virginia or is under the onboard direct supervision of the commercial fisherman while operating the commercial fisherman's boat.

If you have taken a NASBLA approved course, you are in compliance with this regulation! Look for the NASBLA logo on your course completion certificate or wallet card. If you have taken a boater safety course, but have misplaced your course completion certificate, DGIF may be able to issue a replacement card. Check our FAQ page to find out about obtaining a replacement card.

FAQ

Question 12

Is there a minimum age involved in completing and passing a boating safety education course and, by doing so, being able to operate a motorboat or personal watercraft?

Answer

For a personal watercraft, the minimum operator age continues to be age 16, except those 14 or 15 year olds who have completed and passed a course can operate. This has been the law since 1999 and has not changed. For a motorboat, there continues to be no minimum operator age and there is no minimum age requirement to attend a NASBLA approved boating safety course. However, it is fairly difficult for youngsters under the age of about 12 to complete and pass a course. Remember though that youngsters can operate a boat under onboard direct supervision of a person who meets the boating safety education requirement.

Risk Management

http://www.whsv.com/virginiaap/headlines/46915707.html

One VA Boy Killed, One Hurt in Lightning Strike

Police say a 12-year-old Spotsylvania County boy died and another boy was critically injured after lightning struck as they were playing catch.

The incident occurred Wednesday on a ball field south of Fredericksburg as severe storms battered parts of Virginia, flooding roads and knocking out power.

Spotsylvania County sheriff's 1st Sgt. Liz Scott says umpires had halted a baseball game because of the weather and ordered participants off the field. But Chelal Matos and an 11-year-old teammate remained and were playing catch under parents' supervision.

Scott says lightning hit Matos and the charge transferred to the other boy.

She says the 11-year-old, who wasn't identified, was in critical condition at a Richmond hospital.

---

http://www.emaxhealth.com/1024/24/31557/one-death-one-injury-lightning-strike-virginia.html

Submitted by Ramona Bates MD on Jun 5th, 2009

One Death, One Injury from Lightning Strike in Virginia

Hits are usually a thing to cheer at a ball park, especially when your team gets the hits and resulting runs. Wednesday a ball park in Virginia experienced a different kind of hit – a lightning strike hit two boys. One died and the other was critically injured.

The tragic lightning strike occurred Wednesday on a ball field south of Fredericksburg, Virginia. Spotsylvania County sheriff's 1st Sgt. Liz Scott is reported to say umpires had halted a Little League baseball game because of the weather and ordered participants off the field.

Chelal Matos, 12, and an 11-year-old teammate stayed on the field and played catch under parents' supervision. The lightning strike hit Matos with the charge transferring to his teammate. Matos died. His teammate is in critical condition at a Richmond hospital.

Chelal's father, Robert Matos, is reported to have been filled with pride as he watched his son play prior to the tragedy. "He was the only one who scored," he said. "He got up, he got on base, he stole second, he stole third, and he went home."

Lightning is the second deadliest weather phenomena. It's peak season is summer, but lightning strikes occur year around. In the United States, an average of 62 people are killed each year by lightning. Many others are injured each year.

People who are survive lightning strikes may suffer from a variety of long-term, debilitating symptoms, including memory loss, attention deficits, sleep disorders, numbness, dizziness, stiffness in joints, irritability, fatigue, weakness, muscle spasms, depression, and an inability to sit for long.

Lightning is a serious danger. The best safety tip is "When thunder roars, Go inside" Here are some others:

Thunder can be heard from as far away as 10 miles. Lightning can strike from that distance. If you can hear thunder, you are within striking distance. Seek safe shelter immediately.

Where organized outdoor sports activities take place, the adults in charge should stop activities at the first roar of thunder and move everyone inside a large building or enclosed vehicle.

When you are inside, avoid corded phones, computers and other electrical equipment that put you in direct contact with electricity.

Stay away from pools, indoor or outdoor, tubs, showers and other plumbing.

Buy surge suppressors for key equipment. Install ground fault protectors on circuits near water or outdoors. When inside, wait 30 minutes after the last strike, before going out again.

THE SENTINEL
OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Leadership in the Cockpit

The flight crew was returning to base after a night proficiency flight. The crew was completing a training flight in preparation for the student's CAP Form 5 check ride with an instrument approach to a full stop which would require a long taxi back.

Two issues related to operating out of many small fields are lack of well-defined taxi lines and limited airfield lighting. These issues have been long identified as hazards to night operations at these fields and need to be mitigated in part by thorough briefings for night operations.

The student shot the instrument approach down to about 200 feet AGL, came out from under the hood and landed. He then slowed the aircraft to a safe taxi speed in preparation to taxi clear of the runway. The student momentarily looked down into the cockpit. He then shifted his scan outside to make sure the aircraft was clear of any hazards.

As he began to turn from the active runway onto what appeared to be the taxiway, the instructor determined they were about to taxi onto the grass just short of the inactive runway.

He called, "Stop!" over the intercom, and immediately took the controls and stopped the aircraft, using full braking. The student then took back the controls, corrected the aircraft's position, and continued to taxi to the parking area. The instructor's keen situational awareness and quick corrective action prevented an unsafe situation from developing into a possible mishap.

Every time a pilot flies, a natural skill set is taken along, but that skill set is refined and added to as the events in the flight teach the pilot. Some flights exert far more influence on a pilot's development than his/her given nature or gradually acquired skills. I am sure that this flight influenced both the instructor and student in that way. We all banter about the answer to the question, "What is the most important Cockpit Resource Management (CRM) skill?" To me, there is only one CRM skill, and all others help to describe it: leadership. Without an

CAP Safety Team

Col Lyle Lattcer, CAP/SE
LLattoor@cap.gov

Col Charles Greenwood, GLR/SE
cgroonwo@lsu.edu

Col Charles Glass, MER/SE
caglass@juno.com

Lt Col David Plum, NCR/SE
navdoc@centurytel.net

Lt Col Bruce Brown, NER/SE
bbrown@ner.cap.gov

Maj Alex Kay, PCR/SE
bcat417@aol.com

Lt Col Donald Johanson, RMR/SE
johansondon@msn.com

Maj Bill Woody, SER/SE
wawoody@att.net

Lt Col Melanie, SWR/SE
MelanieCapohart@peoplepc.com

Lt Col Larry Mattiello, Editor
Phone: 917-969-1812
Fax: 972-991-5855
lmattiello@airsura.com

HQ Civil Air Patrol/SE
105 South Hansell Street
Maxwell AFB AL 36112-6332

effective leader on that flight, an excited pilot who thought he was error-immune might have snatched defeat from the jaws of victory. The instructor kept the student from acting impulsively, but he did it without marginalizing anyone's efforts toward the goal.

I call that flight a pivotal point in both pilots' flying careers, because those lessons learned regularly will aid them, even six months later, to develop into more competent pilots. All instructors and pilots should ask themselves, am I acting as a leader on the flight, or just sitting the farthest forward. Am I making choices, or are things simply happening to me? These questions matter. Flight school and several hundred hours of flying time had not managed to get that message through to the student. It took an instrument approach one dark night to do that.

Col Lyle E. Letteer, CAP
National Safety Officer

Doggie Door Hazards

Doggie doors are small openings in doors or walls that are either hinged, spring operated or just a piece of flexible plastic or vinyl in a frame to allow dogs or cats to leave or enter the room as they please. Small children can pass through them too.

There have been many instances of children drowning because they exited the house through the doggie door and fell into the pool. If you have a pool that is fenced off from your house, make sure the fence is locked at all times when a capable swimmer is not present. This will protect your family as well as young neighbors that might venture in.

Other areas of danger for children leaving the house without anyone's knowledge using a doggie door are waking into a busy street, wandering off into the woods and falling from objects they have climbed on.

If you have a doggie door and small children in your house, be aware of where they are at all times. Consider an electronic doggie door that will only open when your pet approaches wearing a special radio transmitter device on their collar. This will also keep the neighbor's dogs from coming into your home. Install an alarm that will sound every time the door opens. You can also slide the door stop over the door when you know your pets will not need to go out. Be sure to secure it because older children will figure out a way to remove it.

Lt Col Brenda Allison, CAP
Asst National Safety Officer

Bike Helmets – Wear It

Warm weather presents opportunities for cadets and senior members and their families to enjoy outside activities. Bike riding is a fun and affordable way to explore your neighborhood, nearest park or a favorite vacation spot. Don't let an injury spoil your summer fun. According to the Centers for Disease Control and Prevention, more that 500,000 people (41 % are 16 years of age and older) are treated in emergency rooms from bike related injuries; more than 700 die.

Head injuries are the most serious type of injury and the most common cause of death. Wearing a bicycle helmet is one of the best ways to protect your head if you fall. Helmets come in various sizes and it is imperative that it fits properly. Your straps should always be fastened, even if you are only riding for a short distance. The helmet should:

- Have a sticker that says it meets standards set by the Consumer Product Safety Commission (CPSC)
- Fit snuggly, bicycle shops can help you measure for the correct size
- Come with sizing pads or a universal fit ring that helps you securely fit it to your head
- Sit level on your head and low on your forehead and should not rock back more than two fingers above the eyebrows or rock forward into your eyes
- Have the left buckle centered under your chin
- Have adjustable side straps that adjust to form a V shape under and slightly in front of the ears
- Have a chin strap that is snug enough that no more than two fingers can fit under it
- Be your only head gear, never wear a hat under your helmet
- Fit now, not be one that you will grow into
- Not be damaged, replace if it has been involved in a crash

Many states require bicycle helmets to be worn. Check you state's law at http://www.helmets.org/mandator.htm
More details on how to properly fit a bicycle helmet are available at http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/EasyStepsWeb/

Lt Col Brenda Allison, CAP
Asst National Safety Officer

Inanimate Objects Do Not Move When the Back-up Alarms Sound

All CAP vehicles (except sedans) are equipped with back-up alarms that sound when the transmission is in reverse. CAP members are aware of this feature and are conscious to move out of the way when the alarm sounds. "Things" do not.

Recently CAP vans have backed into motorcycles and personal vehicles. Before you operate a CAP vehicle in reverse, walk around it and check for objects and ditches. If a hazard is close to your vehicle, get a passenger to be the spotter for you. If you are the lone occupant, ask another person close by to watch as you maneuver away from the hazard. For an extra measure of safety in case a last-minute hazard appears, always use a spotter when you drive a van in reverse.

Lt Col Brenda Allison, CAP
Asst National Safety Officer

Vandalism Reports

CAP vans have been the target of vandalism with break-ins resulting in vehicle damage. Before you leave your van for any length of time, have all passengers stow their objects out of sight either under the seat or in an enclosed container in the back. Cover or disguise installed radios. These can be considered as an object for a quick buck on the black market. Phones, laptops, GPS units and their chargers are a favorite target for thieves. Never leave personal information like driver's license, credit cards, social security card or papers that list important numbers and information in a vehicle. This becomes an easy avenue for identity thief.

If you must leave the van unattended, look to park it in a high visibility area. A vehicle in a secluded area is an easy target. If the van will be parked overnight, park in a well lit area like under a street light or close to a parking lot security light. Most of all, remember to lock the vehicle. A local police jurisdiction in Metro Atlanta reports that 73% of break-ins this year have involved cars that were left unlocked. It only takes a few seconds for someone to open a door and grab an item.

Lt Col Brenda Allison, CAP
Asst National Safety Officer

Summary of Form 78 Accidents and Incidents for April 2009

Aircraft

Crosswind landing aircraft departed runway

Tire failure on landing

Tail wheel shimmy on landing departed runway

Tire blew while taxing off runway

Tie down ring contacted runway on takeoff

Unknown hangar rash, possible wing of larger aircraft collided

Landed long and hit fence

Vehicle

Nothing listed

Bodily Injury

Cadet broke collarbone playing a game

Cadet slipped on floor striking chin received stitches

Cadet jumping fence fractured elbow